

1. VESSEL DESCRIPTION			
1.1	Date updated:	May 29, 2013	
1.2	Vessel's name:	Paramount Helsinki	
1.3	IMO number:	9453963	
1.4	Vessel's previous name(s) and date(s) of change:	Not Applicable	
1.5	Date delivered:	Jul 29, 2010	
1.6	Builder (where built):	SUNGDOG SHIPBUILDING & MARINE ENGINEERING CO. LTD.	
1.7	Flag:	Isle of Man	
1.8	Port of Registry:	DOUGLAS	
1.9	Call sign:	2CWB3	
1.10	Vessel's satcom phone number:	765057798, 765057799	
	Vessel's fax number:	765057810	
	Vessel's telex number:	423592275	
	Vessel's email address:	paramounthelsinki@gtships.com	
1.11	Type of vessel:	Oil Tanker	
1.12	Type of hull:	Double Hull	
Classification			
1.13	Classification society:	Det Norske Veritas	
1.14	Class notation:	+1A1, Tanker for oil ESP, NAUTICUS (Newbuilding), E0, BIS, SPM, TMON, BWM-E(S), VCS-2	
1.15	If Classification society changed, name of previous society:	N/A	
1.16	If Classification society changed, date of change:	Not Applicable	
1.17	IMO type, if applicable:	N/A	
1.18	Does the vessel have ice class? If yes, state what level:	No, N/A	
1.19	Date / place of last dry-dock:	Not Applicable	N/A
1.20	Date next dry dock due	Jul 29, 2013	
1.21	Date of last special survey / next survey due:	Not Applicable	Jul 29, 2015
1.22	Date of last annual survey:	May 28, 2012	
1.23	If ship has Condition Assessment Program (CAP), what is the latest overall rating:		
1.24	Does the vessel have a statement of compliance issued under the provisions of the Condition Assessment Scheme (CAS): If yes, what is the expiry date?	N/A Not Applicable	
Dimensions			
1.25	Length Over All (LOA):	249.9 m	
1.26	Length Between Perpendiculars (LBP):	239 m	
1.27	Extreme breadth (Beam):	44.0 m	
1.28	Moulded depth:	21.0365 m	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	49.1 m	48.49 m
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	123.85 m	126.05 m
1.31	Distance bridge front to center of manifold:	84.65 m	
1.32	Parallel body distances:	Lightship	Normal Ballast
	Forward to mid-point manifold:	37.935 m	72.603 m
	Aft to mid-point manifold:	31.511 m	51.627 m
	Parallel body length:	69.446 m	124.23 m
1.33	FWA at summer draft / TPC immersion at summer draft:	336 mm	99.3 MT
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	46.622 m	46.012 m
	Normal ballast:	40.6 m	39.99 m
	At loaded summer deadweight:	34.281 m	33.671 m
Tonnages			
1.35	Net Tonnage:	34562	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	62851	49922
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	64264.31	57831.54
1.38	Panama Canal Net Tonnage (PCNT):		
Loadline Information			

1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	7.651 m	14.8195 m	114165 MT	119232.5 MT
	Winter:	6.53 m	14.5115 m	111107.7 MT	130355.3 MT
	Tropical:	5.909 m	15.1275 m	117226.6 MT	136474.2 MT
	Lightship:	18.558 m	2.478 m		19247.6 MT
	Normal Ballast Condition:	13.625 m	8.50 m	42090.4 MT	61338 MT
1.40	Does vessel have multiple SDWT?			Yes	
1.41	If yes, what is the maximum assigned deadweight?			114164.7 MT	

Ownership and Operation

1.42	Registered owner - Full style:	TWYFORD INTERNATIONAL BUSINESS CORPORATION P.O.BOX 3174, ROAD TOWN, TORTOLA, BRITISH VIRGIN ISLAND Tel: +1 281 224 4931 Fax: Not Applicable Telex: Not Applicable Email: Not Applicable Company IMO#: 5378087
1.43	Technical operator - Full style:	ENTERPRISES SHIPPING & TRADING S.A 11,Poseidonos Avenue, 167 77 Elliniko,Athens,Greece. Tel: +30-210-8910114 Fax: +30-210-8981601 Telex: 220610 FRIO GR Email: tankers@goldenenergy.gr Company IMO#: 5034289
1.44	Commercial operator - Full style:	AET UK Ltd as agents for owner Suite 8.02, 1 harbour exchange Square, South Quay, London. UK Tel: +1 832 615 2000 Email: ukafraops@aet-tankers.com
1.45	Disponent owner - Full style:	AET Inc. Limited 1900 West Loop South, Suite 920, Houston TX 77027 USA Tel: +1 832 615 2000 Fax: +1 713 622 2256 Email: aet-ops@aet-tankers.com

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	Sep 17, 2010	May 28, 2012	Jul 29, 2015
2.2	Safety Radio Certificate:	Sep 17, 2010	May 28, 2012	Jul 29, 2015
2.3	Safety Construction Certificate:	Sep 17, 2010	May 28, 2012	Jul 29, 2015
2.4	Loadline Certificate:	Sep 17, 2010	Jun 26, 2011	Jul 29, 2015
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Mar 09, 2012	May 28, 2012	Jul 29, 2015
2.6	Safety Management Certificate (SMC):	Jun 05, 2012	Not Applicable	May 30, 2017
2.7	Document of Compliance (DOC):	Oct 10, 2011		Aug 07, 2015
2.8	USCG (specify: COC, LOC or COL): COC	Jan 26, 2011	Mar 25, 2013	Mar 25, 2015
2.9	Civil Liability Convention Certificate (CLC):	Feb 01, 2013		Feb 20, 2014
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Feb 01, 2013		Feb 20, 2014
2.11	U.S. Certificate of Financial Responsibility (COFR):	Dec 02, 2011		Dec 02, 2014
2.12	Certificate of Fitness (Chemicals):	Not Applicable	Not Applicable	Not Applicable
2.13	Certificate of Fitness (Gas):	Not Applicable	Not Applicable	Not Applicable
2.14	Certificate of Class:	Sep 30, 2010	May 28, 2012	Jul 29, 2015
2.15	International Ship Security Certificate (ISSC):	Jun 05, 2012	Not Applicable	May 30, 2017
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Sep 17, 2010		Jul 29, 2015
2.17	International Air Pollution Prevention Certificate (IAPP):	Jan 31, 2012	May 28, 2012	Jul 29, 2015

Documentation

2.18	Does vessel have all updated publications as listed in the Vessel Inspection Questionnaire, Chapter 2- Question 2.24, as applicable:	Yes
2.19	Owner warrant that vessel is member of ITOFF and will remain so for the entire duration of this voyage/contract:	Yes

3. CREW MANAGEMENT

3.1	Nationality of Master:	Russian
3.2	Nationality of Officers:	Russian
3.3	Nationality of Crew:	Russian
3.4	If Officers/Crew employed by a Manning Agency - Full style:	Officers: ALPHA MARINE 4 Malozemelskaya Stret, Novorossiysk, Russia Tel: +7 8617 240541 Fax: +7 8617 240541 Email: info@alphamarine.ru Crew: ALPHA MARINE Alpha Marine 4 Malozemelskaya Street, Novorossiysk 353922, Russia Tel: +7 8617 240541 Fax: as phone Email: alphamarine@nvrmail.ru Tel: +7 8617 240541 Fax: +7 8617 240541 Email: info@alphamarine.ru
3.5	What is the common working language onboard:	ENGLISH
3.6	Do officers speak and understand English:	Yes
3.7	In case of Flag Of Convenience, is the ITF Special Agreement on board:	Yes
4. HELICOPTERS		
4.1	Can the ship comply with the ICS Helicopter Guidelines:	Yes
4.2	If Yes, state whether winching or landing area provided:	Landing
5. FOR USA CALLS		
5.1	Has the vessel Operator submitted a Vessel Spill Response Plan to the US Coast Guard which has been approved by official USCG letter:	Yes
5.2	Qualified individual (QI) - Full style:	GALLAGHER MARINE SYSTEMS 200 CENTURY PARKWAY, SUITE D Mt. LAUREL, NJ 08054 , USA Tel: +1 703 683 4700 Fax: + 8566423945 Email: INFO@CHGMS.COM
5.3	Oil Spill Response Organization (OSRO) -Full style:	NATIONAL RESPONSE CORPORATION 3500 Sunrise Highway Suite T103 Great River, NY 11739-3500 Tel: +1 631 224-9141 Fax: +1 631 224-9086 Email: iocdo@nrcc.com
5.4	Has technical operator signed the SCIA / C-TPAT agreement with US customs concerning drug smuggling:	Yes
6. CARGO AND BALLAST HANDLING		
Double Hull Vessels		
6.1	Is vessel fitted with centerline bulkhead in all cargo tanks:	Yes
6.2	If Yes, is bulkhead solid or perforated:	Solid
Cargo Tank Capacities		
6.3	Capacity (98%) of each natural segregation with double valve (specify tanks):	Seg#1: 40913.2 m3 (1P+ 1S+4P+4S + SL P+ SL S) Seg#2: 43943.9 m3 (2P+2S+5P+5S) Seg#3: 41313.1 m3 (3P+3S+ 6P + 6S)
6.4	Total cubic capacity (98%, excluding slop tanks):	124139.4 m3
6.5	Slop tank(s) capacity (98%):	2031.2 m3
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	208 m3
6.7	Does vessel have Segregated Ballast Tanks (SBT) or Clean Ballast Tanks (CBT):	SBT
SBT Vessels		
6.8	What is total capacity of SBT?	42224.5 m3
6.9	What percentage of SDWT can vessel maintain with SBT only:	36.8 %
6.10	Does vessel meet the requirements of MARPOL Annex I Reg 18.2: (previously Reg 13.2)	Yes
Cargo Handling		
6.11	How many grades/products can vessel load/discharge with double valve segregation:	3
6.12	Maximum loading rate for homogenous cargo per manifold connection:	3600 m3/hr
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	10800 m3/hr

6.14	Are there any cargo tank filling restrictions. If yes, please specify:	No		
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	3	CENTRIFUGAL, VERTICAL, SINGLE STAGE	3000 M3/HR
	Stripping:	1	VERTICAL DUPLEX DOUBLE ACTING RECIPROCATING	240 m3/hr
	Eductors:	2	FLUID DRIVEN	500 m3/hr
	Ballast:	2	ELECTRIC & STEAM TURBINE	2000 m3/hr
6.16	How many cargo pumps can be run simultaneously at full capacity:	ALL THREE		
Cargo Control Room				
6.17	Is ship fitted with a Cargo Control Room (CCR):	Yes		
6.18	Can tank innage / ullage be read from the CCR:	Yes		
Gauging and Sampling				
6.19	Can ship operate under closed conditions in accordance with ISGOTT:	Yes		
6.20	What type of fixed closed tank gauging system is fitted:	Radar		
6.21	Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial:	ALL TANKS		
Vapor Emission Control				
6.22	Is a vapor return system (VRS) fitted:	Yes		
6.23	Number/size of VRS manifolds (per side):	2	457.2 mm	
Venting				
6.24	State what type of venting system is fitted:	MAST RISER AND INDIVIDUAL P/V VALVES		
Cargo Manifolds				
6.25	Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment':	Yes		
6.26	What is the number of cargo connections per side:	3		
6.27	What is the size of cargo connections:	508.0 mm		
6.28	What is the material of the manifold:	ANSI 150 PSI CAST STEEL		
Manifold Arrangement				
6.29	Distance between cargo manifold centers:	2500 mm		
6.30	Distance ships rail to manifold:	4600 mm		
6.31	Distance manifold to ships side:	4600 mm		
6.32	Top of rail to center of manifold:	760 mm		
6.33	Distance main deck to center of manifold:	2100 mm		
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	16.0365 m	8.30 m	
6.35	Number / size reducers:	6 x 500/400mm (20/16") 3 x 500/300mm (20/12") 3 x 500/250mm (20/10") 3 x 500/200mm (20/8") 2 x 450/300mm (18/12")		
Stern Manifold				
6.36	Is vessel fitted with a stern manifold:	No		
6.37	If stern manifold fitted, state size:	m m		
Cargo Heating				
6.38	Type of cargo heating system?	SUBMERGED STEAM HEATING COILS		
6.39	If fitted, are all tanks coiled?	Yes		
6.40	If fitted, what is the material of the heating coils:	Yorkalbro		
6.41	Maximum temperature cargo can be loaded/maintained:	60.0 °C / 140.0 °F	60 °C / 140 °F	
Tank Coating				
6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	Yes	EPOXY	RETENTION AND SLOP TANKS ARE FULLY COATED; ALL OTHER COTs ARE DECKHEADS AND BOTTOM ONLY
	Ballast tanks:	Yes	EPOXY	Whole Tank
	Slop tanks:	Yes	EPOXY	Whole Tank
6.43	If fitted, what type of anodes are used:	ZINC		

7. INERT GAS AND CRUDE OIL WASHING						
7.1	Is an Inert Gas System (IGS) fitted:				Yes	
7.2	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:				Flue Gas	
7.3	Is a Crude Oil Washing (COW) installation fitted:				Yes	
8. MOORING						
8.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	36 mm	GALVANISED 6 X 36 IWRC	250 m	85 MT
	Main deck fwd:	4	36 mm	GALVANISED 6 X 36 IWRC	250 m	85 MT
	Main deck aft:	2	36 mm	GALVANISED 6 X 36 IWRC	250 m	85 MT
	Poop deck:	6	36 mm	GALVANISED 6 X 36 IWRC	250 m	85 MT
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	80 mm	NYLON	11 m	120 MT
	Main deck fwd:	4	80 mm	NYLON	11 m	120 MT
	Main deck aft:	2	80 mm	NYLON	11 m	120 MT
	Poop deck:	6	80 mm	NYLON	11 m	120 MT
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0	0 mm	Not Applicable	0 m	0 MT
	Main deck fwd:	0	0 mm	Not Applicable	0 m	0 MT
	Main deck aft:	0	0 mm	Not Applicable	0 m	0 MT
	Poop deck:	0	0 mm	Not Applicable	0 m	0 MT
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0	0 mm	Not Applicable	0 m	0 MT
	Main deck fwd:	2	68 mm	POLYPROP / POLYESTER MIX	220 m	85 MT
	Main deck aft:	1	68 mm	POLYPROP / POLYESTER MIX	220 m	85 MT
	Poop deck:	1	68 mm	POLYPROP / POLYESTER MIX	220 m	85 MT
8.5	Mooring winches			No.	# Drums	Brake Capacity
	Forecastle:			2	DOUBLE DRUM	51 MT
	Main deck fwd:			2	DOUBLE	51 MT
	Main deck aft:			1	DOUBLE DRUM	51 MT
	Poop deck:			3	Double Drums	51 MT
8.6	Mooring bitts				No.	SWL
	Forecastle:				4	85 MT
	Main deck fwd:				6	85 MT
	Main deck aft:				8	85 MT
	Poop deck:				4	85 MT
8.7	Closed chocks and/or fairleads of enclosed type				No.	SWL
	Forecastle:				6	85 MT
	Main deck fwd:				12	85 MT
	Main deck aft:				10	85 MT
	Poop deck:				12	85 MT
Emergency Towing System						
8.8	Type / SWL of Emergency Towing system forward:				CHAFING CHAIN AND TONGUE TYPE STOPPER	250 MT
8.9	Type / SWL of Emergency Towing system aft:				STRONG POINT SINGLE BOLLARD	200 MT
Anchors						
8.10	Number of shackles on port cable:				13	
8.11	Number of shackles on starboard cable:				13	
Escort Tug						

8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:	200 MT	450 MM X 600 MM
8.13	What is SWL of bollard on poopdeck suitable for escort tug:	200 MT	
Bow/Stern Thruster			
8.14	What is brake horse power of bow thruster (if fitted):	bhp	0 Kw
8.15	What is brake horse power of stern thruster (if fitted):	bhp	0 Kw
Single Point Mooring (SPM) Equipment			
8.16	Does vessel comply with the latest edition of OCIMF 'Recommendations for Equipment Employed in the Mooring of Vessels at Single Point Moorings (SPM)':	Yes	
8.17	Is vessel fitted with chain stopper(s):	Yes	
8.18	How many chain stopper(s) are fitted:	2	
8.19	State type of chain stopper(s) fitted:	TONGUE TYPE	
8.20	Safe Working Load (SWL) of chain stopper(s):	250 MT	
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:	76 mm	
8.22	Distance between the bow fairlead and chain stopper/bracket:	3200 mm	
8.23	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:	Yes	
Lifting Equipment			
8.24	Derrick / Crane description (Number, SWL and location):	Cranes: 2 x 15 Tonnes Port and Stbd	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:	5 m	
Ship To Ship Transfer (STS)			
8.26	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum or Liquefied Gas, as applicable):	Yes	
9. MISCELLANEOUS			
Engine Room			
9.1	What type of fuel is used for main propulsion?	IFO 380 CST	
9.2	What type of fuel is used in the generating plant?	MDO / HFO	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	2986.3 m3	102.2 m3 218.3 m3
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Fixed Pitch	
Insurance			
9.5	P & I Club - Full Style:	GARD Gard AS Kittelsbuktveien 31, NO- 4836 Arendal P.O.Box 789 Stoa, NO-4809 Arendal Norway Office phone: +47 37 01 91 00 Office fax: +47 37 02 48 10 Outside office hours: +47 90 52 41 00 Email: companymail@gard.no Claes Isacson Tel: +47 37 01 91 00 Fax: +47 37 02 48 10 Email: companymail@gard.no	
9.6	P & I Club coverage - pollution liability coverage:	1000000000 US\$	
Port State Control			
9.7	Date and place of last Port State Control inspection:	Jan 19, 2012 / Big Stone Anchorage, Delaware	
9.8	Any outstanding deficiencies as reported by any Port State Control:	No	
9.9	If yes, provide details:	None	
Recent Operational History			
9.10	Has vessel been involved in a pollution, grounding, serious casualty or collision incident during the past 12 months? If yes, full description:	Pollution: No , N/A Grounding: No , N/A Serious casualty: No , N/A Collision: No , N/A	
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	Contact owner for details	
Vetting			
9.12	Date/Place of last SIRE Inspection:	Feb 26, 2013 / Fos - France	
9.13	Date/Place of last CDI Inspection:		
9.14	Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)*:	Contact owner for details.	

**Blanket "approvals" are no longer given by Oil Majors and ships are accepted for the voyage on a case by case basis.*

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